

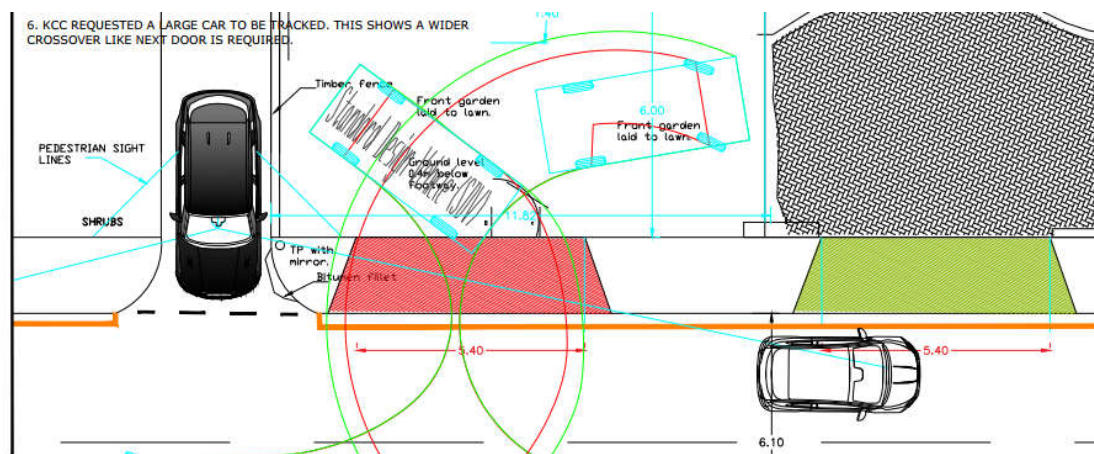
Mr L Brown BSc MSc, MCIHT CMILT
Highway & Transportation Engineer
L Brown Associates Ltd
34 Fallowfield
Chatham
Kent
ME5 0DX
10.09.25
Our ref 1461
Portal Ref GBC/20250688

Ms W Lane MRTPI
Assistant Director (Planning)
Planning Service
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Dear Madam,

Proposed Vehicle X-Over Fronting onto a Classified Road. Plus a Replacement Garage to the Rear. Altamirano, Sole Street, Cobham, Gravesend, DA12 3AX.

We are instructed by our client, Ms C Munn and Mr C Parrett, to address the queries raised by KCC in their letter of the 9th September. We wish to thank you for extending the timescales in respect of determining this application. Our preferred crossover replicates next doors wide crossover. This is shown below.



1. Dimensioned plan.

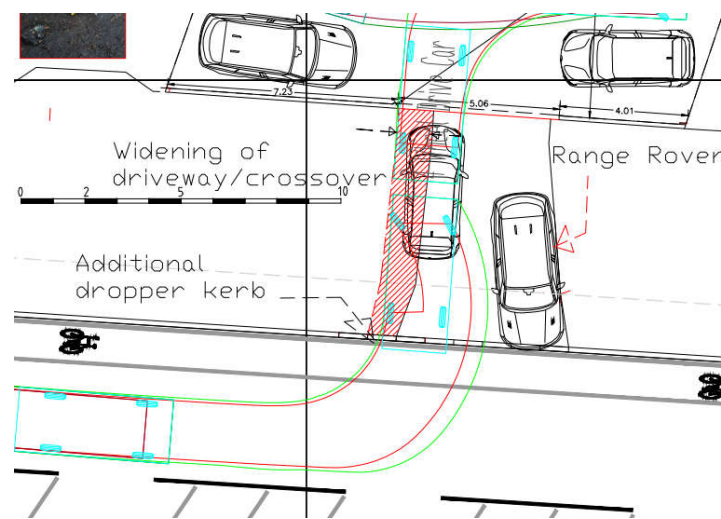
KCC seek a dimensioned plan. We have already provided scaled drawings however we have added some more for clarity. Refer to drawing SK30. Legislation was passed a few years ago in respect of details to be submitted on planning applications. Scaled drawings with scales attached were required which we showed on every submission. If KCC require more measurements we can oblige when asked.

2. Vehicle Crossing Width

KCC have stipulated that various dimensions etc as follows:-

2. The LHA would not normally permit two vehicle crossings and a minimum distance between dropped kerbs is specified in the KCC Vehicle Crossing Guidance: "If your property already has a dropped kerb, we will not approve a second dropped kerb unless there is sufficient space within the boundary of your property to drive a vehicle on and off your driveway in forward gear and in one continuous movement. The minimum measurement of your frontage must be 15m width by 4m depth. Your application will be refused if you do not have sufficient space. Each access will have a maximum of 4 flat kerbs and your existing access may need to be altered to achieve this at your own cost. There will need to be a minimum width of full height kerbs between the two accesses of a minimum of 4.5m." It is unlikely that these criteria cannot be met in the space available. Full dimensions of the

The site next door has a wide crossover as set out in our planning appeal documents submitted this week. We also obtained permission for the following at 339 Rochester Road, 200240900, which is in the Appendices. An extract is shown below.



Gravesham also stated in the decision the following which we appreciated.

3 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2023, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

We seek flexibility and consistency in Gravesham's approach as has been undertaken on previous submissions including the above. Although recently there have been many refusals on crossover planning applications many of the appeals have been allowed suggesting that some aspects are reoccurring that may have to be reviewed. We have already listed many appeals in our submissions, including next door.

If KCC would prefer two crossovers rather than our preferred “one wide one” we would agree to make amendments.

3. No of Crossovers

KCC have highlighted that there are restrictions in respect of providing in and out access points and distances between crossovers. By providing a wide access will hopefully overcome these aspects.

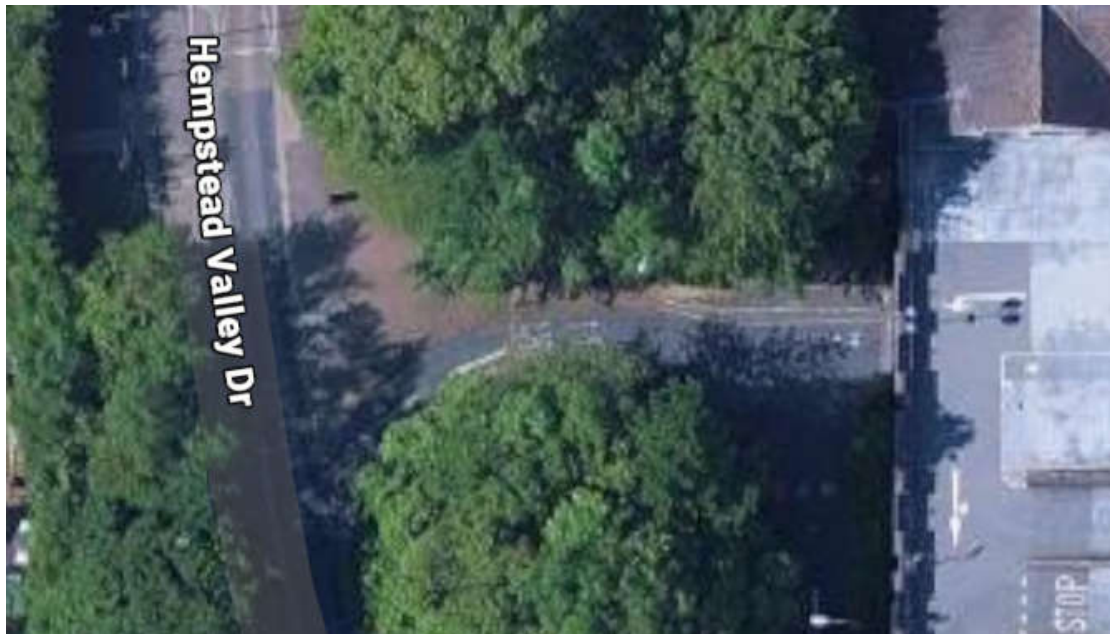
There is reference to more danger the more accesses there may be. Les Seaborn had no objections to Rosemont and his comments already in our previous submissions is included in Appendix 2. It is an extract from MfS page 96.

It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

4. Alignment

We set out in our Rosemont appeal documents traffic joining the motorway, on a slip road, parallel parking some on the wrong side of the street, some exit from a multi storey car park in Medway, to Hempstead shopping centre. It takes 600 odd cars.

The tracking in drawing SK30 the option we are putting forward shows that visibility is ideal based on the position shown. A right hand drive vehicle driver will have full view.



Summary and Conclusions

We are applying for permission so that when we apply to KCC for a light duty crossover they will grant permission. The new garage also has a hipped roof to reflect the design of the house.

The proposal replicates a similar crossover next door, the dropped kerb locations permits ready access into and leaving the site. The crossover will provide a totally new footway construction to extend the life of the footway by at least another 20 years. There is a lack of dropped kerbs in the area hence it will help mums with pushchairs to cross the highway. The proposal will enable a small office to be included in the garage. The garage is 7m in depth to accord with KCC's parking standards of 2025. The access will also provide better access for disabled elderly relatives and friends. The garage to the rear is over 20m away.

The NPPF policy relating to highway aspects is repeated below.

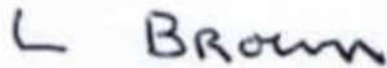
116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The future opportunity to have on site EV charging, for visitors will also accord with Government policy. Planning permission is no longer required for EV chargers fronting the highway to be installed.

Upon the issue of the decision letter we will then apply to KCC under Section 184 of the Highways Act 1980.

Should KCC raise further aspects we are more than willing to respond however it may be opportune to take this to Committee as our submission has addressed every query, has provided an evidence base that accords with MfS, The Kent Design Guide, Gravesham SPGuidance documents, local plan policies and the NPPF.

Yours faithfully



Mr L Brown
CC Client

APPENDIX 1

PLANNING PERMISSION
339 ROCHESTER ROAD GRAVESEND

Application: 20240900

**TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 (AS AMENDED)**

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND
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To: **Mr Singh
C/O Mr Leslie Brown, L Brown Associates Ltd
L Brown Associates Ltd
34 Fallowfield
ME5 0DX
Chatham
Kent
ME5 0DX
United Kingdom**

TAKE NOTICE that the **GRAVESHAM BOROUGH COUNCIL**, the Local Planning Authority under the Town and Country Planning Acts, has **GRANTED PERMISSION** for development of land situate at:

**339 Rochester Road
Gravesend
Kent
DA12 4TH**

and being **Widening of an existing crossover**. Your application dated 4th October 2024 is permitted subject to the following:-

1. The development hereby approved shall be begun not later than 3 years following the date of this decision.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following schedule of approved plans:

- Cover Letter;
- Application form;
- Drawing no. 1445-SK01 - Location Plan;
- Drawing no. 1445-SK02 - Existing and Proposed Block Plans;
- Drawing no. 1445-SK03 - Location Plan;
- Drawing no. 1445-SK04 - Existing Crossover - Plan View;
- Drawing no. 1445-SK05 - Proposed Crossover - Plan View; and
- Drawing Issue Register.

Reason: For the avoidance of doubt and in the interests of proper planning.

INFORMATIVES:-

1 DEVIATION FROM APPROVED PLANS

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority [as proceeding without the necessary permissions could nullify this permission].

2 BUILDING REGULATIONS AND PARTY WALL ACT

This decision DOES NOT imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

3 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2023, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

4 KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Dated: 22 November 2024

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Shazad Ghani
MPhil, MA, BA (Hons)
Head of Planning
Planning Service

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**NOTIFICATION TO APPLICANT**

## **APPEALS TO THE SECRETARY OF STATE**

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If this is a **householder application\*** which has been refused and you want to appeal against your Local Planning Authority's decision then you must do so within **12 weeks of the date of this notice**.
- For all other applications, refused or permitted, if you want to appeal against your Local Planning Authority's decision then you must do so within 6 months of the date of this notice.
- **For further information regarding Appeals and to make an application please click the relevant link:**  
<https://www.gov.uk/appeal-householder-planning-decision>  
<https://www.gov.uk/appeal-planning-decision>
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

### **\*Householder applications**

These are:

- (a) applications for planning permission for development of an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse, or
- (b) an application for any consent, agreement or approval required by or under a planning permission, development order or local development order in relation to such development

but does **not** include –

- (i) an application for change of use;
- (ii) an application to change the number of dwellings in a building.

## **PURCHASE NOTICES**

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor can he/she render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

## APPENDIX 2

LES SEABORN COMMENTS (AFTER USING FREEDOM OF INFORMATION)  
NO OBJECTIONS TO ROSEMONT APPLICATION.

7.9.4 Such roads are often very unsuccessful in terms of placemaking and providing for pedestrians and cyclists. In many cases, buildings turn their backs onto local distributors, creating dead frontages and sterile environments. Separate service roads are another possible design response, but these are wasteful of land and reduce visual enclosure and quality.

7.9.5 It is recommended that the limit for providing direct access on roads with a 30 mph speed restriction is raised to at least 10,000 vehicles per day (see box).

### **Traffic flow and road safety for streets with direct frontage access**

The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side-road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day.

It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

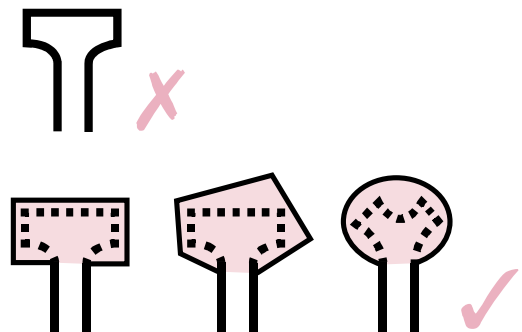
Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day. It could be increased further, and it is suggested that local authorities review their standards with reference to their own traffic flows and personal injury accident records. The research indicated that a link carrying this volume of traffic, with characteristics similar to those studied, would experience around one driveway-related accident every five years per kilometre. Fewer accidents would be expected on links where the speed of traffic is limited to 20 mph or less, which should be the aim in residential areas.

## **7.10 Turning areas**

7.10.1 Connected street networks will generally eliminate the need for drivers to make three-point turns.

7.10.2 Where it is necessary to provide for three-point turns (e.g. in a cul-de-sac), a tracking assessment should be made to indicate the types of vehicles that may be making this manoeuvre and how they can be accommodated. The turning space provided should relate to its environment, not specifically to vehicle movement (see Fig. 7.24), as this can result in a space with no use other than for turning vehicles. To be effective and usable, the turning head must be kept clear of parked vehicles. Therefore it is essential that adequate parking is provided for residents in suitable locations.

7.10.3 Routing for waste vehicles should be determined at the concept masterplan or scheme design stage (see paragraph 6.8.4). Wherever possible, routing should be configured so that the refuse collection can be made without the need for the vehicle having to reverse, as turning heads may be obstructed by parked vehicles and reversing refuse vehicles create a risk to other street users.



**Figure 7.24** Different turning spaces and usable turning heads.

### **Traffic flow and road safety for streets with direct frontage access**

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Given the above I raise no objections

Les Seaborn

Highway Development Management Officer